

Training and Evaluation Outline Report

Task Number: 71-8-4120

Task Title: Provide Transportation Support (Battalion - Corps)

Supporting Reference(s):

Step Number	Reference ID	Reference Name	Required	Primary
	ADP 3-0	Unified Land Operations	Yes	No
	FM 5-0	THE OPERATIONS PROCESS	Yes	No
	FM 55-1	TRANSPORTATION OPERATIONS	Yes	Yes
	FM 6-0	MISSION COMMAND: COMMAND AND CONTROL OF ARMY FORCES	Yes	No

Condition: The command has received an operations plan, or warning, operations, or fragmentary order from higher headquarters and is exercising mission command. The commander has issued guidance on providing transportation support. The command has established communications with subordinate and adjacent units, and higher headquarters. The mission command system is operational and processing information in accordance with standard operating procedures. This task can be performed in hours of daylight or limited visibility in various environment conditions. The unit has received guidance on the rules of engagement. Some iterations of this task should be performed in MOPP.

Standard: The staff coordinates (vertically and horizontally) in order to develop the transportation support plan (ground, air, inland waterway and sea). Coordination results in a transportation annex/plan that supports the commanders' intent and unit scheme of maneuver. The plan includes Sea Port of Debarkation, Air Port of Debarkation, route selection, scheduling, controlling, and coordination control measures while providing in-transit visibility of personnel, units, equipment and supplies moving via all modes of transportation incorporating digital systems. Main Supply Routes, Alternate Supply Routes, Sea Port of Debarkation, and Air Port of Debarkation when applicable are included in the service support overlay. Annex/plan is disseminated as part of the operations plans and orders to higher, adjacent, subordinate and supporting units.

Note: Task steps and performance measures may not apply to every unit or echelon. Prior to evaluation, coordination should be made between evaluator and the evaluated units' higher headquarters to determine the task steps and performance measures that may be omitted.

Special Equipment: None

Safety Level: Low

Task Statements

Cue: None

DANGER

Leaders have an inherent responsibility to conduct Composite Risk Management to ensure the safety of all Soldiers and promote mission accomplishment.

WARNING

Composite Risk Management is the Army's primary decision-making process to identify hazards, reduce risk, and prevent both accidental and tactical loss. All soldiers have the responsibility to learn and understand the risks associated with this task.

CAUTION

Identifying hazards and controlling risks across the full spectrum of Army functions, operations, and activities is the responsibility of all Soldiers.

Remarks: None

Notes: None

TASK STEPS

1. The Sustainment section, develops the transportation plan using the Military Decision Making Process (MDMP):

a. Conducts an analysis of the mission to establish estimated mode and terminal requirements.

b. Develops the transportation plan which includes:

(1) Providing movement tables to the Provost Marshal (PM) section in support of the military police Maneuver Mobility Support Operations (MMSO) annex/plan.

(2) Reviewing the engineer section road network assessments and road network restrictions.

(3) Reviewing higher headquarters transportation operations plan or order.

(4) Reviewing current friendly and enemy situations affecting any or all transportation or movement operations.

(5) Coordinating with the PM section by providing input to the Battlefield Circulation Control (BCC) annex/plan which includes:

(a) Main Supply Routes (MSR) and Alternate Supply Routes (ASR).

(b) First destination reporting points, traffic control points and convoy support centers.

(c) Critical points where restrictions could slow or stop movement.

(6) Identifying route restrictions and limitations In Coordination With (ICW) the engineer section.

c. Recommends unit priorities for transportation and movement to support operations.

d. Recommends priorities for transportation and movement to support operations.

e. Recommends augmented transportation support to address transportation shortfalls by coordinating with:

(1) Host Nation (HN) support ICW Civil Military Operations (CMO) section.

(2) Civilian contract transportation agencies ICW CMO section.

(3) Multi national and Joint headquarters.

(4) Sustainment unit Stability Operations (SPO) officer.

(5) Theater Sustainment Command (TSC).

f. Provides logistics Annex for unit operations plan or order.

2. The Transportation section provides input based on the commanders' guidance for Mode Operations planning to the Plans section by coordinating:

a. With the plans section aviation officer and theater aviation liaison officer, for the air transportation support plan.

b. With the plans section naval liaison officer, for the water transportation support plan (water).

c. With the plans section higher headquarters, for the rail transportation support plan.

d. With the plans section, for the joint or multinational transportation support plan.

3. The transportation section provides input based on the commanders' guidance for terminal operations to the Plans section by:

a. Planning for the use of facilities (air, sea and ground) where cargo, unit equipment, or personnel can be loaded, unloaded, or handled in transit or transferred to another mode of transportation.

b. Planning for container operations to include, sea, rail and line haul.

4. The transportation section ICW the signal section plan for the use of information systems essential to transportation operations in the area of operations (AO).

a. Plans for the use of the Transportation Coordinators' Automated Information for Movement System II (TC-AIMS II) into all areas of transportation planning.

b. Incorporates the use of the Global Transportation Network (GTN) into all areas of transportation planning.

c. Includes ITV tracking systems into all areas of transportation planning.

5. Upon publication of operations plan or order, the transportation section continues to coordinate, update and refine transportation support staff estimates and update the movement plan.

6. The Transportation section assesses transportation support during operations and recommends adjustments/changes to operations plans or orders annex as necessary.

(Asterisks indicates a leader performance step.)

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. The Sustainment section, developed the transportation plan using the Military Decision Making Process (MDMP).			
a. Conducted an analysis of the mission to establish estimated mode and terminal requirements.			
b. Developed the transportation plan which included.			
(1) Provided movement tables to the Provost Marshal (PM) section in support of the military police Maneuver Mobility Support Operations (MMSO) annex/plan.			
(2) Reviewed the engineer section road network assessments and road network restrictions.			
(3) Reviewed higher headquarters transportation operations plan or order.			
(4) Reviewed current friendly and enemy situations affecting any or all transportation or movement operations.			
(5) Coordinated with the PM section by providing input to the Battlefield Circulation Control (BCC) annex/plan which included:			
(a) Main Supply Routes (MSR) and Alternate Supply Routes (ASR.			
(b) First destination reporting points, traffic control points and convoy support centers.			
(c) Critical points where restrictions could slow or stop movement.			
(6) Identified route restrictions and limitations In Coordination With (ICW) the engineer section.			
c. Recommended unit priorities for transportation and movement to support operations.			
d. Recommended priorities for transportation and movement to support operations.			
e. Recommended augmented transportation support to address transportation shortfalls by coordinating with:			
(1) Host Nation (HN) support ICW Civil Military Operations (CMO) section.			
(2) Civilian contract transportation agencies ICW CMO section.			
(3) Multi national and Joint headquarters.			
(4) Sustainment unit Stability Operations (SPO) officer.			
(5) Theater Sustainment Command (TSC).			
f. Provided logistics Annex for unit operations plan or order.			
2. The Transportation section provided input based on the commanders' guidance for Mode Operations planning to the plans section by coordinating:			
a. With the plans section aviation officer and theater aviation liaison officer, for the air transportation support plan.			
b. With the plans section naval liaison officer, for the water transportation support plan (water).			
c. With the plans section higher headquarters, for the rail transportation support plan.			
d. With the plans section, for the joint or multinational transportation support plan.			
3. The transportation section provided input based on the commanders' guidance for terminal operations to the plans section by:			
a. Planning for the use of facilities (air, sea and ground) where cargo, unit equipment, or personnel can be loaded, unloaded, or handled in transit or transferred to another mode of transportation.			
b. Planning for container operations to include, sea, rail and line haul.			

4. The transportation section ICW the signal section planned for the use of information systems essential to transportation operations in the area of operations (AO).			
a. Planned for the use of the Transportation Coordinators' Automated Information for Movement System II (TC-AIMS II) into all areas of transportation planning.			
b. Incorporated the use of the Global Transportation Network (GTN) into all areas of transportation planning.			
c. Included ITV tracking systems into all areas of transportation planning.			
5. Upon publication of OPLAN/OPORD, the transportation section continued to coordinate, update and refine transportation support staff estimates and updated the movement plan.			
6. The Transportation section assessed transportation support during operations and recommended adjustments/changes to OPLAN/OPORD annex as necessary.			

TASK PERFORMANCE / EVALUATION SUMMARY BLOCK							
ITERATION	1	2	3	4	5	M	TOTAL
TOTAL PERFORMANCE MEASURES EVALUATED							
TOTAL PERFORMANCE MEASURES GO							
TRAINING STATUS GO/NO-GO							

ITERATION: 1 2 3 4 5 M

COMMANDER/LEADER ASSESSMENT: T P U

Mission(s) supported: None

MOPP: Sometimes

MOPP Statement: None

NVG: Never

NVG Statement: None

Prerequisite Collective Task(s): None

Supporting Collective Task(s):

Step Number	Task Number	Title	Proponent	Status
	12-7-9002	Plan Replacement Processing	12 - Adjutant General (Collective)	Approved
	12-7-9003	Manage Theater Rest and Recuperation (R&R) Activities	12 - Adjutant General (Collective)	Approved
	12-7-9008	Plan Establishment of the Theater Deployed Database	12 - Adjutant General (Collective)	Approved
	12-7-9010	Maintain the Theater Deployed Database	12 - Adjutant General (Collective)	Approved
	12-7-9016	Maintain Theater Postal Services	12 - Adjutant General (Collective)	Approved
	12-7-9034	Plan Theater Postal Support	12 - Adjutant General (Collective)	Approved
	12-8-0004	Monitor Postal Services	12 - Adjutant General (Collective)	Approved

Supporting Individual Task(s): None

Supporting Drill Task(s): None

TADSS

Step ID	TADSS ID	Title	Product Type	Quantity
No TADSS specified				

Equipment (LIN)

Step ID	LIN	Nomenclature	Qty
No equipment specified			

Materiel Items (NSN)

Step ID	NSN	LIN	Title	Qty
No equipment specified				

Environment: Environmental protection is not just the law but the right thing to do. It is a continual process and starts with deliberate planning. Always be alert to ways to protect our environment during training and missions. In doing so, you will contribute to the sustainment of our training resources while protecting people and the environment from harmful effects. Refer to FM 3-34.5 Environmental Considerations and GTA 05-08-002 ENVIRONMENTAL-RELATED RISK ASSESSMENT

Safety: In a training environment, leaders must perform a risk assessment in accordance with FM 5-19, Composite Risk Management. Leaders will complete a DA Form 7566 COMPOSITE RISK MANAGEMENT WORKSHEET during the planning and completion of each task and sub-task by assessing mission, enemy, terrain and weather, troops and support available-time available and civil considerations, (METT-TC). Note: During MOPP training, leaders must ensure personnel are monitored for potential heat injury. Local policies and procedures must be followed during times of increased heat category in order to avoid heat related injury. Consider the MOPP work/rest cycles and water replacement guidelines IAW FM 3-11.4, NBC Protection, FM 3-11.5, CBRN Decontamination. .